

THE SHIPBUILDERS OF BATH, ME.

VII. THE SEWALLS

Up to now in this series we have dealt chiefly with firms who specialized mainly in building ships on contract for others to operate. About half the wooden ships built in Maine in the 19th Century, however, were built in shipyards operated by their managing owners. The leading house of this type in Bath, in fact in the whole country, was the Sewall firm. The Sewalls would be famous for building, at two different periods, the largest wooden square-riggers in the country, but this distinction is overshadowed by their achievement in converting their yard from wooden to steel construction. Only the Cramps and possibly one or two other Delaware River shipbuilders were able to make the change from wood to iron at mid-century, and the Sewalls were unique in Maine.

The first Sewall in Bath was Dummer Sewall, who settled there in 1760, was one of the leaders in the movement against George III, served as a lieutenant-colonel in the Revolutionary Army, and as a member of the General Court of Massachusetts led the movement for the ratification of the Constitution by that Commonwealth. He acquired a farm that stretched from the Mill Pond to the Kennebec, and from time to time vessels were built on the place using the pasture oak groving there.

In 1823 a partnership was formed between Freeman Clark, a banker of Bath, and William Dunning Sewall, grandson of Dummer Sewall, to build ships on the Kennebec waterfront of the Sewall farm. At first they built for others, but soon added vessel operation to their interests, producing a steady series of West India traders, New Orleans cotton ships, and packets for chartering to the Atlantic lines. Here is Clark & Sewall's list:

Year	Rig	Name	Tons	No.
1823	Brig	DIANA	199	1
1824	Brig	ORBIT	199	2
1825	Brig	LEWIS	247	3
1827	Brig	DUMMER	146	4
1828	Brig	PLEIADES	284	5
1829	Sch	EMULOUS	99	6

1831	Ship	EMPEROR	314	7
1831	Ship	GIRARD	343	8
1832	Ship	TROPIC	349	9
1833	Ship	CEYLON	421	10
1835	Ship	ROGER SHERMAN	490	11
1836	Ship	DIADEM	657	12
1837	Ship	VILLE DE PARIS	537	13
1840	Ship	PENNSYLVANIA	677	14
1841	Ship	GENESEE	459	15
1841	Ship	RAPPAHANNOCK	1133	16
1843	Bark	DETROIT	292	17
1845	Ship	Macedonia	414	18
1846	Ship	RIO GRANDE	541	19
1847	Ship	SWITZERLAND	570	20
1847	Ship	JOHN C. CALHOUN	708	21
1848	Brig	MARCIAS	157	22
1848	Ship	WILLIAM D. SEWALL	672	23
1850	Ship	ADRIATIC	715	24
1851	Ship	SARAH G. HYDE	890	25
1851	Ship	ERIE	458	26
1852	Ship	COMMERCE	1085	27
1853	Ship	LADY FRANKLIN	549	28
1854	Ship	SAMARITAN	1219	29

The schooner EMULOUS was the first vessel built by Clark & Sewall to be operated on their own account. Next was the ship GIRARD, following which all their vessels except the LADY FRANKLIN of 1853 were for their management. The RAPPAHANNOCK of 1841, whose half-model is in the Town Hall at Bath, was the largest merchant vessel built in the United States up to her time.

In 1855 the firm of Clark & Sewall was succeeded by E. & A. Sewall, formed by two of the sons of William D. and Rachel Tru-fant Sewall. Arthur Sewall, their third son, was born in Bath in November 1835. After attending the public schools of Bath he was sent to Prince Edward Island to

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learn the cutting of ship timber. Back in for Andronicus Chesebrough, Wm. F. Babcock, Bath in 1853, he entered his father's firm and John Rosenfeld, prominent shipping and the following year formed a partner- men of San Francisco. The Sewalls also ship with his older brother Edward to take had entered into a close business relation- over operation of the yard and management ship with Dearborn & Co. of New York. of the fleet. Here is E. & A. Sewall's list:

1855 Ship	HOLYHEAD	1099	A
1855 Ship	KINEO	829	B
1856 Ship	HELL ESPONT	767	C
1857 Ship	LEANDER	895	D
1858 Ship	VALENTIA	799	E
1859 Ship	VIGILANT	652	F
1859 Ship	VILLA FRANCA	918	G
1860 Ship	OCEAN SCUD	1008	H
1862 Ship	VANCOUVER	969	I
1863 Ship	VICKSBURG	1130	J
1863 Brig	GLENDALE	454	K
1864 Ship	INTREPID	1078	L
1864 Bark	VOLANT	496	M
1864 Ship	OCEAN SIGNAL	1215	N
1865 Ship	FREEMAN CLARK	1336	O
1865 Bark	FRANK MARION	678	P
1866 Ship	MATTERHORN	1327	Q
1866 Bark	WETTERHORN	698	R
1868 Ship	HERMON	1316	S
1869 Ship	TABOR	1339	T
1869 Ship	UNDAUNTED	1764	U
1871 Ship	ERIC THE RED	1580	V
1872 Ship	HUMBOLDT	1018	W
1872 Ship	CARROLLTON	1450	X
1873 Ship	STERLING	1731	Y
1873 Ship	EL CAPITAN	1493	Z
1873 3mSch	SATILLA	312	1
1873 Ship	GRANGER	1526	2
1874 Ship	OCCIDENTAL	1533	3
1874 Ship	ORIENTAL	1688	4
1875 Ship	CONTINENTAL	1712	5
1875 Ship	HARVESTER	1494	6
1876 Ship	REAPER	1468	7
1876 Ship	THRASHER	1512	8
1876 Ship	INDIANA	1487	9
1877 Ship	CHALLENGER	1456	10
1877 Ship	THOMAS M. REED	1516	11
1878 3mSch	CARRIE S. BAILEY	396	12
1878 Ship	CHESEBROUGH	1507	13
1879 Ship	SOLITAIRE	1531	14

The SOLITAIRE was on the stocks at the time Edward Sewall was killed by a fall at the Windsor Hotel in New York City in March 1879. She was given her name by Mrs. Edward Sewall as the only vessel under construction at Bath.

As the names of many of the vessels show-- REAPER, GRANGER, HARVESTER, THRASHER-- the Sewall fleet at this period was primarily engaged in the grain trade out of San Francisco and other West Coast ports. Others of the fleet were named

from New York to San Francisco, and they bought substantial shares in the Sewall vessels. The big square-riggers would load wheat for Liverpool in San Francisco, cross the Atlantic in ballast, and go on the berth for a general cargo from New York to San Francisco.

At this period, also, the Sewalls began to take an interest in the coasting trade, particularly the carrying of Kennebec ice to the seaboard cities farther south, and they built several schooners for this trade. Of all the vessels built by E. & A. Sewall, only the INTREPID and OCEAN SIGNAL, delivered to New York owners in 1864, were not for their own account.

In 1880 Arthur Sewall took into partnership his son Wm. D. Sewall (1861-1930) and Edward's son Samuel Swanton Sewall (1858-1935), under the style of Arthur Sewall & Co., and continued the family shipping and shipbuilding business. Another of his sons, Harold Marsh Sewall, (1860-1924), had a distinguished career in the U.S. diplomatic service; while two other of Edward's sons, Frank Lewis (1869-1930) and Oscar Trufant (1860-1914), were associated with Williams, Dimond & Co. of San Francisco. Here is A. Sewall & Company's list:

1880 Ship	THOMAS M. REED (2d)	1987	15
1880 3mSch	BELLE HIGGINS	412	16
1880 3mSch	KATE MARKEE	503	18
1881 3mSch	S. M. THOMAS	761	18
1881 Ship	IROQUOIS	2120	19
1881 3mSch	B. L. BURT	758	20
1882 Ship	HENRY VILLARD	1552	21
1882 3mSch	NORA BAILEY	448	22
1882 Ship	W. F. BABCOCK	2130	23
1882 3mSch	ALICE ARCHER	471	24
1883 Ship	RAINIER	1976	25
1883 3mSch	BLANCHE ALLEN	520	26
1884 Ship	JOHN ROSENFIELD	2374	27
1884 3mSch	ADA BAILEY	521	28
1885 Ship	WILLIE ROSENFIELD	2455	29
1887 3mSch	CARRIE A. LANE	800	30
1889 4mSch	DOUGLAS DEARBORN	1024	31
1889 4mSch	TALOFA	1188	32
1889 3mSch	AGNES E. MANSON	842	33
1890 Ship	RAPPAHANNOCK (2d)	3185	34
1890 3mSch	ALOHA	638	35
1890 4mBark	SHENANDOAH	3406	36

1891 3mSch	TOFA	631	37
1891 4mBark	SUSQUEHANNA	2744	38
1892 4mBark	ROANOKE	3539	39
	(above vessels wood; following steel)		
1894 4mBark	DIRIGO	3004	40
1898 4mBark	ERSKINE M. PHELPS	2998	41
1899 4mBark	ARTHUR SEWALL	3209	42
1899 4mBark	EDWARD SEWALL	3206	43
1900 Bark	KAIULANI	1571	44
1901 4mBark	ASTRAL	3292	45
1901 4mBark	ACME	3288	46
1901 4mBark	WILLIAM P. FRYE	3374	47
1902 4mBark	ATLAS	3381	48
1902 Barge	S.O. Co. No. 93	2474	49
1903 5mSch	KINEO	2129	50

Of the above vessels, the schooners AGNES E. MANSON and S. M. THOMAS were not managed by the Sewalls; the HENRY VILLARD was sold on the stocks to interests connected with the Northern Pacific R.R., but later came back under the Sewall management; the KAIULANI was built on contract for H. Hackfeld & Co. of Honolulu by underbidding the Union Iron Works of San Francisco; and the ACME, ASTRAL, ATLAS, and S.O. Co. No. 93 (a seagoing four-masted schooner barge) were built for the Standard Oil Co.

A few vessels not built by the Sewalls came under their management: the ship AMERICA, built by J. Rideout in 1864; the ship BENJ. F. PACKARD, built by Goss, Sawyer & Packard in 1883; the ship BULLION, built by Brown & Stantial in 1877 (though no Sewall equity appears in her documentation); and the little schooner TAM O'SHANTER, built at Bath in 1876. A more significant acquisition was the steel four-masted bark KENILWORTH, which was burned out at Port Costa in 1889 and acquired by the Dearborns for Sewall management. Strangely, the documentation of the KENILWORTH as an American vessel shows no Sewall equity until 1904; nevertheless she was under their management, as the correspondence quoted in Mark Hennessy's masterly "Sewall Ships of Steel" clearly shows, and she undoubtedly provided the example that led to the conversion of the Sewall shipyard to steel construction in 1893, following the completion of the "Big Four."

Arthur Sewall died of apoplexy at Bath in September 1900, leaving his son and nephew to carry on the business. Four years previously he had been the candidate of the Democratic Party for Vice President, running on the ticket with William Jennings

Bryan. The Sewalls at this time were staunch Democrats, probably by inheritance from their former close connection with the cotton trade; but why Arthur Sewall was chosen as a vice-presidential candidate was not clear to us until we heard the following explanation a few years ago.

When the Sewall vessels were building, so the story runs, it was the custom of Arthur Sewall to chock a barrel of whiskey into the framing of the counter in such a way that it would be covered in by the planking and be inaccessible until the planking was removed. As the vessel sailed

the seas the barrel was gently rocked, and the whiskey acquired age in a leisurely fashion. When the vessel returned to the Kennebec after seven years for the No. 2 survey, which required exposing the stern timbers, the barrel would be tenderly lifted out, and the proprietors of the yard now had a very special item which could be called on for duty at launchings and other special occasions.

Now in 1896, so the story runs, Arthur Sewall thoughtfully brought a barrel of this whiskey to Chicago, so that the Maine delegation could entertain the other delegations. And this he did to such good effect that the grateful delegates made him their unanimous choice for the second place on the ticket.

Under Arthur Sewall the family shipyard was expanded by acquiring the former yard of G. F. & J. Patten to the south, and then the W. V. & O. Moses yard still farther south. All the wooden vessels were either lost, sold, or converted to barges by the beginning of 1914, the fleet at that time consisting of the KINEO, EDWARD SEWALL, DIRIGO, and WILLIAM P. FRYE. The KINEO and EDWARD SEWALL were sold to the Texas Co. in 1916; the WILLIAM P. FRYE was sunk by the PRINZ EITEL FRIEDRICH in January 1915, and the DIRIGO was sold to G. W. McNear Inc. of San Francisco in 1915. The shipyard was also sold to the Texas Company, which renovated it for the building of steam tankers.

Rather more has been published on the Sewalls than on most Bath builders. Arthur Sewall's biography is given in the standard collections of American biography, and Hennessy's "Sewall Ships of Steel" has considerable biographical material as well as full month-to-month operating details of the steel ships. As in most other accounts in this se-

ries, we have drawn on a Bath "Anvil" story by Henry W. Owen Jr. Matthews' "American Merchant Ships" has biographies of all the later wooden Sewall square-riggers. Lubbock's "Downeasters" is especially good on the steel square-riggers. Hall's report on shipbuilding for the 1880 Census lists the Sewall output up to 1882. The hull numbers in our lists were furnished by the Sewall office in 1948.

We published a history of the KENILWORTH in "American Neptune" for 1941 and of the KAIULANI in "Mast" for June 1950. Harold Huycke has a history of ACME in "American Neptune" for 1948. The sail plan of DIRIGO appears in "Merchant Vessels of the U.S." for 1893 and 1894; that of ASTRAL (and sisters) in "Marine Engineering" for Jan. 1904. A sail plan allegedly that of ARTHUR SEWALL was in the same journal for May 1899, but as it shows her with three skysails it is either a preliminary design or a plan of ERSKINE M. PHELPS.

THE TEXAS STEAMSHIP COMPANY

The Texas Oil Company, when it took over given in honor of the full-rigger of that the Sewall yard, operated through a subsidiary, the Texas Steamship Co., to build tankers and package freighters to carry to markets the products of the parent company. All the vessels under construction were commandeered by the Emergency Fleet Corporation on 3 August 1917, and the Corporation subsequently constructed housing in Bath for shipyard workers and arranged for extension of the street-car system to the

12	1919	Stm.Tkr.	LIGHTBURN	6784
13	1919	Stm.Tkr.	ARYAN	6784
14	1920	Mot.Tkr.	SOLITAIRE	3350
15	1918	Stm.Tug	LATIN AMERICAN	168
16	1918	Stmr.	CENTRAL AMERICAN	357
17	1919	Mot.Tkr.	TEXACO 145	484
18	1919	Mot.Tkr.	TEXACO 146	484
19	1919	Mot.Tkr.	TEXACO 147	484
20	1919	Stm.Tug	AMERICAN	168
21	1920	Stm.Tkr.	ROANOKE	6784
22	1920	Stm.Tkr.	OCCIDENTAL	6727
23	1920	Stm.Tkr.	HARVESTER	6727
24	1920	Stm.Tkr.	REAPER	6774
25	1919	Scows	TEXACO 153	398
to 30		to 158		
31	1921	Stm.Tkr.	NEW JERSEY	6740
33	1921	Tank Barges	TEXACO 171	657
to 35		to 173		

Shipbuilding was discontinued after 1921 and the yard was dismantled. Today, weed-grown concrete foundations mark the spot.

It will be noticed that many of the historic Bath names were perpetuated in the Texas fleet-- DIRIGO, SHENANDOAH, OCCIDENTAL, REAPER. ARYAN was another,

name built in Phippsburg in 1893 and the last wooden full-rigger built in North America. Thus the name ARYAN was chosen long before it had acquired any unpleasant racial significance; still, it became a source of embarrassment to the Texas Company in the 1930's, when the company was seeking to retain its markets in Germany, and the name was finally changed to ARKANSAS.

THOBER LIST OF U. S. SQUARERIGGERS

Vessels under 2500 tons were exempt from the requisition order, and the Texas Co. was able to complete a few of these for its own account before the Armistice. It re-acquired most of the 13 requisitioned vessels completed under Emergency Fleet Corporation operation, and subsequently built two more tankers in 1921. Here is the complete list, checked for us by Mr. Owen: No. Year Type Name Tonnage for New Bedford owners and followed her

1	1917	Stmr.	MAINE	6457	with the 494-ton NAVARCH in 1892 for the same owners.
2	1917	Stmr.	RHODE ISLAND	6457	
3	1918	Stmr.	SAGADAHOC	6846	The Bath Iron Works built the sheathed steel ship CHESAPEAKE for the U.S. Navy in
4	1918	Stmr.	CANIBAS	6846	1899; 872 tons. The Navy built two steel
5	1917	M/V	No. 5	226	barks of 1409 tons in 1907, the INTREPID at
6	1917	M/V	THUBAN	226	168 Mare Island and the CUMBERLAND in Boston.
7	1918	Stm.Tug	SOUTH AMERICAN	168	59 The auxiliary bark yacht ALOHA, 658 tons,
8	1917	M/V	ALMA R.	59	was built at Quincy in 1910 by the Fore River yard; she originally had a steam engine.
9	1917	M/V	EMMA R.	59	Another yacht was (continued on p. 129)
10	1918	Stm.Tkr.	DIRIGO	6768	
11	1919	Stm.Tkr.	SHENANDOAH	6768	

OCTOBER 1954

RIESENBERG, FELIX. "Under sail: a boy's life." Here is the list of men shipped on 4 Dec. 1897 aboard the ship A.J. FULLER of voyage around Cape Horn."

Felix Riesenbergs was born in Milwaukee, New York, C.M. Nichols, master, for Honolulu, in 1879 of German parents, and was raised in Chicago. In 1895 he came to New York to live with an uncle and enrolled in the two-year training course in the schoolship ST. MARY'S. Upon graduation, he shipped out as O.S. in Flint & Co.'s full-rigger A.J. FULLER for a round voyage to Honolulu, the voyage described in "Under Sail."

Upon his return, he went as cadet in the transatlantic liner ST. LOUIS, which, with some voyages coastwise as quartermaster in other steamers, occupied his time until he attained 21 years of age and was able to sit for his second mate's license. He then secured a berth in the American-Hawaiian steamer AMERICAN as third mate. A year in the Coast Survey steamer BACHE followed; then he was appointed to the Revenue Cutter Service schoolship CHASE, resigned the appointment, and went back in the American-Hawaiian service as third mate of the TEXAN.

In 1908 he became navigator of the Wellman Polar Expedition, an early attempt to reach the North Pole by dirigible, and spent the winter in Spitsbergen. On his return to New York in 1907 his uncle offered aboard when they sailed, as Riesenbergs gives to put him through Columbia; Felix accepted their complement as 18, including the "oars" and earned an engineering degree. Employed as a civil engineer and married, he turned to Maud Conroy followed. Expecting his first child and needing money to pay the bills, Felix Riesenbergs thought of his voyage to Honolulu 15 years before and wrote it up in a three-part series in "Outing," under the title "When sailors were sailors" in 1913. And thus was launched a third profession for Riesenbergs, who thereafter switched with amazing ease between engineering, writing, and seafaring and combinations thereof.

"Under sail" was soon expanded into the lished account of service in the fo'c'sle, complete story of the round trip and serialized in "Yachting," and the Macmillan Company brought it out in book form in 1918. Harcourt, Brace acquired the copy-right in 1924 after three Macmillan printings, and an additional chapter, "Echoes," and an introduction by David F. Bone were added. Later editions dropped the Bone introduction; the 8th printing in 1937 bears a 1935 copyright and has a preface by Riesenbergs dated 1937.

Writing his manuscript, Riesenbergs was depending almost entirely on memory, and it never occurred to him to check the crew list of the FULLER at the New York Custom

	Rating	Wages
Charles Berk	Mate	\$50
Frank Stodart	2d Mate	30
Ole Bengson	Carpenter	33
Ah Thi	Steward	30
Ah On	Cook	35
John Roth	Seaman	18
Joseph Hitchen	Seaman	18
Geo. Rohr	Seaman	18
C. Anderson	Seaman	18
E. Erickson	Seaman	18
Daniel Mathis	Seaman	18
M. Smith	Seaman	18
J. Marshall	Seaman	18
F. Baggie	Seaman	18
A. T. Mörstaett	Seaman	18
Chas. W. Nelson	Seaman	18
Axel Johnson	Seaman	18
J. Thompson	Seaman	18
Carl Nelson	Seaman	18
A. Brendemuhle	Seaman	18
Dinslow	Seaman	18
F. Reisenbergs	Seaman	14
Peter Stewart	Boy	8

It appears that Charles W. Nelson was not given a name by which the men were known on ship-board. Nativity of the men is not given, but the following summary of nationalities of the crew is included:

United States 4 England 11 Germany 5 Norway-Sweden 10 France 1 Others 2 Spain 2

Riesenbergs own name was misspelled; it is worth noting that it is pronounced to rhyme with "freeze," not "fries."

"Under sail" is virtually the only pub-

lished account of service in the fo'c'sle of an American sailing vessel since the Civil War, and the nationality summary provides the main reason for this: there were virtually no Americans in the fo'c'sles.

"Under sail" has the further distinction of being the first serving as mate during the refitting of the German raider PRINZ EITEL FRIEDRICH by the Shipping Board, then taking command of the schoolship NEWPORT, successor to the ST. MARY'S. He left the NEWPORT in 1919, but joined her again in 1923 after a spell out to refit in Britain. He then came ashore, and after her boilers were con-

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demned, took her across the Atlantic under editor of "The Seafarer," which folded af-sail alone. He left the sea for good in 1924, and served as resident engineer in the building of Columbia-Presbyterian Medical Center in New York, after which he turned to full-time editing and writing as a living.

in the N.Y. "Post," have formed the bases for some of his best books.

After "Under sail," his first major work was "Standard seamanship for the merchant service," a text for schoolship sea, with a preface by Morley, was published by Van Nostrand in 1922, and by Harcourt, Brace in 1926, and they with a second edition in 1936. Riesenbergs followed it with "Shipmates," in 1928 and credits the writing of this work, which occupied his spare time from 1918 to 1922. London also published the latter two. "Log with wrecking his eyesight. It followed "The men on deck," a book on ship organization and the duties of officers, published by Van Nostrand in 1918. He also wrote the "Sea Scout manual" of the 1920's and "Seamanship studies for young officers," published by Van Nostrand for the U.S. Marine Service in 6 parts in 1939. Riesenbergs also wrote the text of two of the series of Currier & Ives reproductions

In fiction, an early effort was "Bob Graham at sea," a boy's life on a schoolship (Harcourt, Brace 1925), and his only juvenile. "P.A.L." originally to have been with Alexander Alland (Macmillan, 1939), called "Chicago," and described as "a novel of the fraudulent," was brought out by to a new field, writing "Cape Horn" for McBride in 1925, and three years later (Dodd, Mead 1939) and "The Pacific Ocean," they issued a rewritten version as "Red for McGraw-Hill's Whittelsey House "Oceans Horses." More successful was "East Side, West Side," published by Harcourt, Brace in 1927 after 7 years in the writing; it Argentine edition of the former ("Cabo de Hornos," Buenos Aires, 1946); the latter ran through numerous printings and was made into a movie in 1931 by Fox as "Skyline." It was based on Riesenbergs life. Emily Schorbs Riesenbergs, Felix's mother, in New York City.

"Endless river" and "Passing strangers," these, "Easy baking" in 1931, had an introduction by her son, Felix 1932 attracted little notice, as did "No-ther Sea," described by Riesenbergs as his merchant marine novel, brought out by C. Kendall in 1933. "The left-handed passenger," published in 1935 by Doubleday, Doran, completes his list of fiction titles, mystery stories, mostly with sea backgrounds, except for "The maiden voyage" (John Day, 1931), written in collaboration with Archie Riesenbergs was also one of the leading

Binns as a rehash of an unsuccessful three-spirits, along with Morley, in the refitting act sea play "The second mate," originally of the former Norwegian ship SOPHIE as the written by Christopher Morley and Riesenbergs. "The maiden voyage" is credited with launching Binns on his distinguished career as a writer. record about it forced her to carry passengers, but James A. Far-

Riesenbergs editing activities began with a journal called "National Marine," original promoters (who undoubtedly whose mission was to draw public attention have failed in the effort) and operated her to the U.S. merchant marine in the period just after World War I, and of which he was the third editor. He left to found the "Bulletin" of the American Bureau of Shipping, and then joined as partners and the most important U.S. nautical writer of the 1920's.

BOOK REVIEWS

GREEN, G. Colman, "The Norfolk wherry: its construction, evolution, and history," xi, flags, 223 pp; 15 ill; glossary. Perci-
50 pp; 12 pl; ill. George R. Reeve, My-
mondhurst, Norfolk, 1953. Price 12s 6d.
EDWARDS, Herbert Wilson, "Under four
flags," 223 pp; 15 ill; glossary. Perci-
50 pp; 12 pl; ill. George R. Reeve, My-
val Marshall & Co. Ltd., London, 1954.
Price 10s 6d.

This book is stated to have been first published by the Model Yachting Association in 1937 and how to be revised; perhaps this will explain why the text figures are printed in helter-skelter order. The author is an artist who has specialized in painting the Broads and its sailing craft, and the plates are mostly reproductions of his works.

The pen illustrations, while not scale-plans, give useful views of the general arrangements and details of the wherry, which was a clinker-built, double-ended cargo-carrier, cat-rigged with a boomless mainsail and a mast that lowered in a turnbuckle. Although this is far from being the definitive work on the wherry, it has a great deal of useful background material, including a list of recent wherries and their builders and owners.

MICHALIS, Clarence G., "Seamen's Bank: 125 years in step with New York," 28 pp. Newcomen Society in North America, 1954.

Newcomen Address, delivered by the Chairman and President of The Seamen's Bank for Savings on the occasion of the 125th anniversary of the bank.

LARSEN, Henry. "The North-west Passage, 1940-1942 and 1944. The famous voyages of the Royal Canadian Mounted Police schooner ST. ROCH," '51 pp; illi. City Archives. Vancouver. 2d ed., 1954.

This booklet was reissued as the ST. ROCH was at sea returning to Vancouver, where it is hoped to preserve her in a dry berth like VICTORY, ERAM, or GUTTY SARK. The ST. ROCH was built at North

Vancouver in 1928; in 1940-42 she crossed the Arctic to Halifax, and in 1944 returned through the Northwest Passage to British Columbia. She was thus the first vessel to complete the Passage from the

westward, and the first to make the crossing to the westward in a single season. She subsequently went out to Halifax via the Panama Canal, thus completing the circumnavigation of North America, and her return voyage will make her the first vessel in history to circumnavigate North America in both directions.

Inspector Larson has told the story of the two Arctic crossings for Major Matthews, City Archivist of Vancouver, where the ST. ROCH was built.

The four flags of this narrative are the Norwegian merchant flag and the red, blue, and white ensigns of the British service. Captain Edwards, son of a family that wished him to become a cadet in the Royal Navy but could not afford it, first went to sea as a boy in the Norwegian bark SOLHEIM in 1896. Then he was apprenticed in the PETER IREDALE and DRUM-

ALIS, leaving the latter in Australia to sit for his 2d mate's certificate. Then followed service in steam, trooping under the Blue Ensign, RNR service, and marriage, following which he joined one of the "Famished Fifties" and was commissioned in the Royal Navy in 1913, where his story ends.

Now Captain RN (Ret), the author tells a story that is refreshingly different from the usual tale of a sea apprentice.

There are some points that will appear strange to an American reader, such as the frank evaluation of the financial returns from a career in the merchant ser-

vice as compared with the Navy-- it appears that officers RN are not as well paid as their civilian contemporaries. Likewise the consternation that was expressed when

young Edwards, holder of a brand-new 2d mate's ticket, was discovered working his way back to Britain as an AB would not have existed under the Stars and Stripes.

There is one bad blunder in reporting the five-masted ship PREUSSEN at Iquique in 1896, as she was not built until 1902, but otherwise the book seems to stick close to facts, and like all the recent volumes from Percival Marshall it is handsomely produced at a very moderate price.

U. S. Bureau of Customs, "Merchant Vessels of the United States 1953-1953," v. 974 p. Government Printing Office, Washington, 1954. Price \$6.00.

The Bureau of Customs has made up what was a considerable lag in the annual volume of this series by combining two years in one issue. It is now reproduced from typescript, and the alphabetical arrangement has been changed again, with initials preceding full words. There are two sets of tables for losses and foreign sales, covering the two years, and a new table lists mortgaged vessels that have been lost but whose papers cannot be surrendered without consent of the mortgagee.

BRAGDON, Roger Weare, "Down-Easter; building a model of the BENJAMIN F. PACKARD," 110 pp; ill. Falmouth Publishing House, Manchester, Maine; 1954. Price \$4.00

The wooden sailing ship as built in New BOSTON, aux.sch. 26 Sept.arr Boothbay Harbor from Baffin Bay. Reached 79°N. subject that is not covered as often from CORONET, sch.yacht. Owned by Kingdom, Inc. the model-building standpoint as it might be. The BENJ. F. PACKARD was the last of this group to survive on the East Coast, DANMARK, Dan.aux.tr.ship. 15 Sept.left having been on display at Rye Playland, N.Y., for a number of years before she was scuttled in Long Island Sound in 1939.

Built at Bath, Maine, in 1883, she was not a particularly outstanding specimen of ERNESTINA, Port.sch. 14 Aug.arr Providence, her type from the point of view of performance, her best sailing record being a passage from San Francisco to New York in 94 days in 1892.

Mr. Bragdon has given a detailed account of how to build a rather simplified model of the PACKARD at 1/8" scale. Sixteen photographs of the ship and of models of similar vessels help the beginner to visualize the finished product, while numerous line drawings in the text clarify important details. There is a list of stations for belaying the running rigging, while a glossary and bibliography assist the novice in mastering nautical language and point the way to more detailed sources of information. A useful feature is a list of museums and nautical collections.

MODEL SHIPWAYS, "Scale ship model kits and fittings," 36 pp; ill. 397. Fort Lee Rd., Bogota, N.J., 1954. 25¢.

Here is the latest in a long line of catalogs issued by the enterprising Model Shipways. New kits this year include the Boston schooner SULTANA of 1767 (Chapelle) and McKay's clipper FLYING FISH of 1851 (H.S. Scott).

UNITED NATIONS, "Inland water transport in Europe and the United States of America," 141 pp; 66 ill. 1954. Available from Columbia Univ. Press, N.Y.; \$1.50.

This pamphlet is the report of an expert working group from Asia and the Far East, which visited Europe and the U.S. to study inland water transport with a view to improving river operations in India, Burma, Pakistan, Thailand, and Viet-Nam.

It contains interesting technical data on the operation of barges and other inland craft as of 1951, the time of the visit. There is a bibliography.

ALFA, Russ.aux.3m.tr.sch. Reported overdue on cruise from North Europe to Black Sea; reported 15 Oct.in Channel off Boulogne.

The wooden sailing ship as built in Net-

BOUDIN, aux.sch. 26 Sept.arr Boothbay

Harbor from Baffin Bay. Reached 79°N.

subject that is not covered as often from CORONET, sch.yacht. Owned by Kingdom, Inc.

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DAR POMORZA, Pol.aux.tr.ship. 16 Aug.

passed Dover, bound East. Built and

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NEW WILSON PHOTOGRAPH LIST

Captain Frank A. Wilson, 245 York St., Portland, Maine, writes us that he has just gotten out a new and revised list of his pictures, which is available from the above address.

Captain Wilson has a large collection of negatives, steam and sail, from his days at sea, including New England coasting schooners in their glory.

THE DRAKE NAVIGATORS GUILD

This is an organization of individuals who have banded together with the primary objects "to discover historical facts relative to the exploits of Sir Francis Drake and other early navigators" to the shores of California; to disseminate information on these subjects; and to establish and maintain a repository of information on them.

In 1953 and 1954, June 17 was proclaimed "Drake Day" by the Governor of California.

There are three classes of membership in the Guild: Contributing Members at \$50 per year, Active Members at \$10, and Annual Members (non-voting) at \$2. For particulars of membership, address Robert W. Parkinson, 3051 Shattuck Ave., Berkeley 5, California.

RIVERBOAT MUSEUM IN NEW ORLEANS

A Riverboat Room at the Cabildo of the Louisiana State Museum is scheduled to be opened to the public on 23 November. It will display paintings, lithographs, photographs, drawings, and relics of old river craft, including the ROBERT E. LEE. A highlight is two wooden Indians formerly in the saloon of the NATCHEZ.

NEW PUBLISHING VENTURE BY J. F. COLTON

We are circulating with this mailing an announcement of a forthcoming book by J. Ferrell Colton, "Windjammers Significant." Captain Colton writes us that he is seeking unpublished nautical manuscripts for 1955. Fiction (50,000 words upwards) is solicited, while non-fiction (25,000 words upwards) is especially wanted.

Manuscripts should be typewritten double-spaced in English; no charges for reading manuscripts; royalties paid on published works.

Postage should accompany MSS for return; no responsibility accepted for damage or loss. Address J. F. Colton, P.O. Box 1121, Flagstaff, Arizona, U.S.A.

BALCLUTHA BEING REFITTED

The San Francisco Maritime Museum, under Karl Kortum, is making remarkable progress in the restoration of PACIFIC QUEEN, formerly BALCLUTHA, the full-rigged ship that the Museum acquired this summer.

Ship repairers, shipchandlers, and their maritime unions have all donated materials and services to refit the vessel as a permanent memorial of the days of sail in San Francisco Bay.

To permit those not able directly to contribute labor or fittings to participate in the work of restoration, the Museum has launched a membership drive. Quarterdeck members contribute \$10 per year, and are entitled to free admission to both the Museum and the vessel; Seafarer members at \$5 will receive free admission to the Museum.

It is suggested that such memberships would make outstanding Christmas gifts. For further particulars, write San Francisco Maritime Museum, Foot of Polk Street, San Francisco 9, California.

THE MARYLAND HISTORICAL SOCIETY

We recently visited the marine room of this society, in downtown Baltimore. It holds many interesting items of Chesapeake maritime history, including builder's models of the clipper ship MARY WHITBRIDGE, schooner PURNELL T. WHITE (with a fine A. Jacobsen painting of her), and the bark POTOMAC of about 1860. There are also the steamers NANTUCKET and GYPSUM PRINCE and a fine contract model of the steamer DELANO, built at Sunderland, England.

Another prominent feature is plates of colored signals of Baltimore merchants, with examples from 1806, 1817, 1852, and 1860.

THOBER LIST (continued from page 124)

the steel barkentine INTREPID, built at Neponset, Mass., in 1930 by George Lawley & Son Corp. She grossed 597 tons and had a diesel auxiliary.

The name (as a steamer hull) of the five-masted barkentine KATE G. PEDERSON has not yet been identified. The Sommarstrom Shipbuilding Company had three hull contracts which were not completed, but the records of the Emergency Fleet Corporation now in the National Archives do not show which of these three hulls was made into a barkentine.

SQUARE-RIGGERS BUILT IN THE U.S., by FRANK W. THOBER (concluded from p. 72)

1886
 AU-SABLE Bkn 598 E Deering Me
 PLANTER DIVISION Bkn 525 Pt Ludlow Wash
 PRISCILLA Bkn 644 Belfast Me
 S. N. CASTLE Bkn 515 Pt Blakely Wash
 WILLIAM BAYLIES Bkn 325 Bath Me

1887
 FRANCES Bkn 678 Belfast Me
 ROBERT SUDDEN Bkn 616 Pt Blakely Wash
 S. G. WILDER Bkn 604 Pt Blakely Wash
 SILICON B 314 Bath Me

1888
 BALTIMORE B 723 Baltimore Md
 S. C. ALLEN B 690 Bath Me
 (also built in 1888 was the 462-ton steam whaling bark WILLIAM LEWIS, by Kelley & Spear at Bath, Maine, for New Bedford owners)

1889
 BRUCE HAWKINS Bkn 615 E Boston Mass
 GOOD NEWS Bkn 712 Baltimore Md
 IRMGARD Bkn 671 Pt Blakely Wash
 JOHN SWAN Bkn 721 Columbia Falls Me
 MATANZAS B 1028 Bath Me
 R. A. C. SMITH Bkn 661 Belfast Me
 RAPPAHANNOCK S 3185 Bath Me
 WHITE WINGS Bkn 679 Baltimore Md

1890
 ALBERT B 683 Pt Blakely Wash
 CHARLES F. CROCKER 4Bkn 855 Alameda Calif
 ELEANOR M. WILLIAMS Bkn 718 Machias Me
 ETHEL V. BOYNTON Bkn 740 Harrington Me
 GRACE LYNWOOD Bkn 658 Bucksport Me
 HERBERT FULLER Bkn 782 Harrington Me
 HUSTLER Bkn 673 Bath Me
 JOHN S. EMERY Bkn 873 E Boston
 KREMLIN Bkn 787 Bath Me
 S. D. CARLETON S 1882 Rockport Me
 ST. KATHERINE B 1253 Bath Me
 ST. MARY S 2043 Phippsburg Me
 SHENANDOAH 4B 3407 Bath Me
 THOMAS J STEWART Bkn 889 Brewer Me
 WILLIE R. HUME 4Bkn 666 North Bend Ore

1891
 ARAGO 4Bkn 1 499 North Bend Ore
 CHEHALIS 4Bkn 691 Hoquiam Wash
 MABEL I. MEYERS Bkn 750 Searsport Me
 MANNIE SWAN Bkn 777 Camden Me
 PACTOLUS 1669 Bath Me
 PARTHIA 2495 Bath Me
 ROBERT S. PATTERSON Bkn 758 Millbridge Me
 STEADFAST 4Bkn 879 Belfast Me
 SUSQUEHANNA 4B 2745 Bath Me

Geo Russell Portland Me
 C Murray San Francisco
 Geo W Cottrell Baltimore
 Hall Bros San Francisco
 New England S B Co New Bedford

 Geo W Cottrell Baltimore
 Hall Bros San Francisco
 Hall Bros San Francisco
 Kelley & Spear New York

W H Skinner & Sons Baltimore
 New England S B Co Pt Townsend Wash
 (also built in 1888 was the 462-ton steam whaling bark WILLIAM LEWIS, by Kelley & Spear at Bath, Maine, for New Bedford owners)

Wm McKie Boston
 Wm E Woodall & Co Baltimore
 Hall Bros San Francisco
 John H. Crandon New York
 Wm Rogers New York
 G A Gilchrist New York
 A Sewall & Co Bath Me
 Wm E Woodall & Co Baltimore

Hall Bros San Francisco
 C G White San Francisco
 John Shaw New York
 A M Nash Machias Me
 E L Beazley & Co New York
 C Nash Machias Me
 New England Co New Bedford
 Wm McKie Boston
 Wm Rogers Boston
 Carleton Norwood & Co. Rockport
 John McDonald New York
 C V Minott Bath Me
 A Sewall & Co Bath Me
 E & I K Stetson Bangor Me
 Simpson Lumber Co San Francisco

Simpson Lumber Co San Francisco
 A M Simpson San Francisco
 A J Nickerson Searsport Me
 Isaac Combs & Co New York
 John McDonald New York
 Houghton Bros Bath Me
 J W Sawyer & Son Philadelphia
 J W Cottrell Baltimore
 A Sewall & Co Bath Me

(See p. 124 for additional notes on the Thober list.)

1892

GLEANER	Bkn	413 Hoquiam Wash	T A McDonald	San Francisco
HILO	Bkn	678 Fairhaven Calif	H D Bendixsen	San Francisco
JAMES W. ELWELL	4Bkn	1192 Bath Me	Kelley Spear & Co	Bath Me
JANE L. STANFORD	4Bkn	971 Fairhaven Calif	H D Bendixsen	San Francisco
JOSEPHINE	4Bkn	940 Belfast Me	Brown & McDonald	Baltimore
OLYMPIC	4*	1469 Bath Me	New England Co	New Bedford
ROANOKE	4B	3539 Bath Me	A Sewall & Co	Bath Me
SADIE A. THOMPSON	Bkn	686 Camden N J	Morris & Mathis	Philadelphia

*OLYMPIC had two masts square-rigged, two fore and aft. The NAVARCH, a 494-ton steam bark was built this year by Kelley, Spear & Co., Bath, for New Bedford.

1893

ARYAN	S	2124 Phippsburg Me	C V Minott	Bath
HOLLISWOOD	B	1141 E Boston Mass	John M Brooks	New York

1894

DIRIGO	S-4B	3005 Bath Me	A Sewall & Co	Bath Me
DORIS	4Bkn	944 Belfast Me	Brown & McDonald	Baltimore
OMEGA	4Bkn	584 North Bend Ore	Simpson Lumber Co	San Francisco

1895

ADDENDA	4Bkn	692 North Bend Ore	Simpson Lumber Co	San Francisco
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1896

ECHO	4Bkn	708 North Bend Ore	Simpson Lumber Co	San Francisco
JOSEPHINE (2d)	4Bkn	941 Belfast Me	Brown & McDonald	Baltimore

1897

ENCORE	4Bkn	651 North Bend Ore	Simpson Lumber Co	Coos Bay Ore
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1898

ERSKINE M. PHELPS	S-4B	2998 Bath Me	A Sewall & Co	Bath Me
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1899

ARTHUR SEWALL	S-4B	3209 Bath Me	A Sewall & Co	Bath Me
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BENICIA	Bkn	674 Benicia Calif	Matthew Turner	San Francisco
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EDWARD SEWALL	S-4B	3206 Bath Me	A Sewall & Co	Bath Me
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KAIULANI	S-B	1570 Bath Me	A Sewall & Co	San Francisco
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WILLIAM CARSON	Bkn	890 Fairhaven Calif	H D Bendixsen	San Francisco
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(Also built in 1899 was the sheathed steel ship CHESAPEAKE by the Bath Iron Works of Bath, Maine, for a training ship)

1900

ASTRAL	S-4B	3292 Bath Me	A Sewall & Co	New York
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JOHN PALMER	4Bkn	1187 Fairhaven Calif	H D Bendixsen	San Francisco
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JOSEPH L. EVISTON	Bkn	755 Marshfield Ore	E Henkendorff	San Francisco
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1901

ACME	S-4B	3288 Bath Me	A Sewall & Co	New York
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AMARANTH	4Bkn	1109 Benicia Calif	Matthew Turner	San Francisco
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AURORA	4Bkn	1211 Everett Wash	Everett S B Co	San Francisco
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GEORGINA	4Bkn	998 Fairhaven Calif	H D Bendixsen	San Francisco
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JAMES JOHNSON	4Bkn	1149 Seattle Wash	Moran Bros Co	Seattle Wash
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JAMES TUFT	4Bkn	1274 Pt Blakely Wash	Hall Bros	San Francisco
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KOHALA	4Bkn	891 Fairhaven Calif	H D Bendixsen	San Francisco
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LAHAINA	4Bkn	1067 Oakland Calif	W A Boole & Son	San Francisco
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THOMAS P. EMIGH	4Bkn	1040 Tacoma Wash	Tacoma SB Co	San Francisco
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WILLIAM P. FRYE	S-4B	3374 Bath Me	A Sewall & Co	Bath Me
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1902

AMAZON	4Bkn	1167 Benicia Calif	Matthew Turner	San Francisco
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ATLAS	S-4B	3381 Bath Me	A Sewall & Co	New York
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FULLERTON	4Bkn	1554 Alameda Calif	Hay & Wright	Los Angeles
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JOHN C. MEYER	4Bkn	932 Tacoma Wash	Tacoma SB Co	San Francisco
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KOKO HEAD	4Bkn	1084 Oakland Calif	W A Boole & Son	San Francisco
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MAKAWELI	4Bkn	899 Oakland Calif	W A Boole & Son	San Francisco
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PUAKO	4Bkn	1084 Oakland Calif	W A Boole & Son	San Francisco
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HERDIS	4Bkn	1220	Chelsea, Mass	Richard T. Green Co	New York
CONQUEROR	4Bkn	1395	Rolph Calif	Rolph S B Co	San Francisco
HESPERIAN	4Bkn	1385	Rolph Calif	Rolph S B Co	San Francisco
ANNIE M. ROLPH	4Bkn	1393	Rolph Calif	Rolph S B Co	San Francisco
CECIL P. STEWART	4Bkn	1216	Thomaston Me	Dunn & Elliott Co	Rockland Me
FOREST DREAM	5Bkn	1605	Aberdeen Wash	Grays Harbor M S Co	Seattle
FOREST FRIEND	5Bkn	1615	Aberdeen Wash	Grays Harbor M S Co	Seattle
FOREST PRIDE	5Bkn	1600	Aberdeen Wash	Grays Harbor M S Co	Seattle
GEORGE U. HIND	4Bkn	1389	Rolph Calif	Rolph S B Co	San Francisco
REINE MARIE STEWART	4Bkn	1307	Thomaston Me	Dunn & Elliott Co	Rockland Me
ROLPH	4Bkn	1386	Rolph Calif	Rolph S B Co	San Francisco

In addition to the above, which were cut-and-out sailing vessels, there were two groups of vessels built during and after World War I as auxiliaries or as converted steamer hulls. The first were built to the design of Henry Piggio, Italian vice-consul at Gulfport, and were auxiliary barkentines of various sizes. The first two were built by F. H. Swails at Orange, Texas; then the International Shipbuilding Co. was formed, taking over the Orange yard and establishing others at Beaumont and Pascagoula. The vessels first were named for cities in the South; some were renamed for cities in Italy. Although all were designed for engines, some of the last did not have engines installed. Here is the list:

1917 (built by F. H. Swails)					
CITY OF HOUSTON	4Bkn	1519	Orange Texas	Port Arthur Texas	
CITY OF ORANGE	5Bkn	1632	Orange Texas	Port Arthur Texas	
CITY OF AUSTIN	MORTARA	5Bkn	2231	Orange Texas	New Orleans
CITY OF BEAUMONT		5Bkn	2014	Orange Texas	Port Arthur Texas
CITY OF DALLAS		5Bkn	1977	Beaumont Texas	Port Arthur Texas
CITY OF GULFPORT		5Bkn	1844	Orange Texas	Port Arthur Texas
CITY OF MOBILE		5Bkn	1975	Orange Texas	Port Arthur Texas
1918 (built by International S B Co)					
CITY OF GALVESTON	5Bkn	2259	Orange Texas	Port Arthur Texas	
CITY OF JACKSON	MANTOVA	5Bkn	2422	Pascagoula Miss	Gulfport Miss
CITY OF LAFAYETTE	MIRAMARE	5Bkn	2439	Orange Texas	Port Arthur Texas
CITY OF ORLEANS		5Bkn	2437	Orange Texas	Port Arthur Texas
CITY OF PASCAGOULA		5Bkn	2354	Pascagoula Miss	Gulfport Miss
CITY OF VICKSBURG	MARSALA	5Bkn	2422	Pascagoula Miss	Gulfport Miss
CITY OF JACO	MODENA	5Bkn	2342	Orange Texas	Gulfport Miss
	MACERATA	5Bkn	2352	Orange Texas	New Orleans
	MONFALCONE	5Bkn	2418	Orange Texas	Port Arthur Texas
1919					
CITY OF NATCHEZ	MOLFETTA	5Bkn	2462	Pascagoula Miss	Gulfport Miss

LATE IN 1919	the Emergency Fleet Corporation prepared a design for converting			
unfinished Ferris type wooden hulls to five-masted barkentines. Seven vessels in				
all were so completed. The work was accomplished in the early part of 1920, and				
all the hulls had been launched in 1919. All were owned in San Francisco. Here				
are their names, former names as steamers, and building particulars:				
ALICIA HAVISIDE	5Bkn APAMA	2265 Samoa Calif	Hammond Lumber Co	
ANNE COMYN	5Bkn CREMNA	2265 Rolph Calif	Rolph S B Co	
KATE G. PEDERSEN	5Bkn	2269 Columbia City Ore	Sommarstrom S B Co	
KATHERINE MACKALL	5Bkn NAKONI	2262 Wilmington Calif	RJ Chandler S B Co	
MONITOR	5Bkn KOOSAWIN	2247 Benicia Calif	Benicia S B Co (started)	
PHYLLIS COMYN	5Bkn CREMONA	2267 Rolph Calif	Rolph S B Co	
RUSSELL HAVISIDE	5Bkn CRESOLINE	2264 Rolph Calif	Rolph S B Co	